

7/11/85  
A D V I C E

TO THE

O F F I C E R S

OF THE

B R I T I S H N A V Y.

"RIDICULUM AGRI  
FORTIUS ET MELIUS"—————

—————"RIDENTEM DICERE VERUM  
QUID VETAT"?

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# A D V I C E

TO THE OFFICERS OF THE

B R I T I S H N A V Y.

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A D M I R A L.

**I** BEG leave to apologize to the many respectable officers of this exalted rank, for the liberty I take in presuming to give them advice, as there are some among them who have propably served longer, and with greater advantage than myself; but as the same ideas do not strike every one, I trust I shall find my excuse in the hope I entertain of suggesting a few which may have escaped them; and I shall think myself sufficiently rewarded, if any single hint shall prove useful on a future emergency.

B

If

If when commanding in chief, you should perceive an apparent tardiness in the manœuvres of any commander of a division, let me implore you to act with moderation towards a brother-officer, and to content yourself with making signals, and sending messages by your frigates. This will afford him time to recollect himself; and even if you should lose a favourable opportunity of destroying the enemy's fleet, your friends will be fully justified in saying in parliament, or elsewhere, that you are the *wor-thiest little man in the universe*.

If you command a division, and find your ship disabled in the rigging, when the signal is made to renew the action, do not hurry to comply with it, and carry your vessel along-side the enemy in a lubberly way; but knot and splice every thing coolly, and in a seaman-like manner. If the enemy should wait *handsomely* while you put all in order,



order, and a second disaster of the same kind should happen, you will have the credit of saying that you were *cut to pieces* twice in one day. But should they make off in the mean time, that is their affair, and not yours. It is true we have had some hair-brained admirals who on such occasions have shifted their flags to other ships; but these gentlemen, I presume, had forgot the example given by an officer at that memorable æra, when the Dutch came up the Medway to Chatham, who very sensibly remained to be burned in the ship he commanded, saying that "a Douglas never deserted his post." As I suppose this point of honour is not peculiar to the Douglas family, I recommend it as worthy the imitation of flag officers in disabled ships; but I think it would be adviseable to keep their divisions about them, to prevent the possibility of being cut off by the enemy.

If you command a squadron, and the enemy should venture to attack you in a bay or harbour, *neutral* or not, I need not advise you to drive him out again if you can. If you succeed, get under way and follow him to sea, to convince him that you are not afraid; especially if part of his ships should be dismasted or disabled. Finding that the squadrons approach, and judging, from the countenance of the enemy, that little is to be got by returning his attack, make the signal to regain the port. Should you apprehend blame from your *ungrateful* countrymen, as in a pursuit there must always be one of your ships astern of the others, throw the censure upon the captain of that ship, and try him by a court-martial for not being the foremost.

If you are stationed with a squadron in a road to intercept an enemy, and receive advice that some strange sails are in sight;

as

as it is very improbable that the ships you expect should come to the very place where you are looking for them, send out some small vessels to reconnoitre. On their return, if it was the enemy's squadron, they will probably be so distant as to make a chase unnecessary; but you will have the satisfaction of having acted like a *cautious* officer, and may console yourself with a rubber at whist, or with the company of some obliging female on shore. Indeed you will be easily consoled, if it should prove that they were Dutch ships of war, and you should happen to have been a *spectator* of their murderous obstinacy on the Dogger-Bank. However two or three days afterwards get your squadron under way, go out a few leagues to sea, and return again, to convince the world that it was not the *trouble* of the affair which you avoided.

Should you be sent with a light squadron of fast-sailing ships, to reinforce, as speedily  
as

as possible, the commander on a station where an enemy's fleet is expected, and should have the good fortune to capture an East-Indiaman, or other rich prize, on your passage ; do not abandon it to privateers, but let one of your ships take it in tow. If the subsequent delay should prevent your being in time to form a junction, and intercept the enemy on his arrival, the disadvantage will be balanced by the safety of your prize, worth perhaps half the enemy's ships of war, which you could not have taken with so little loss and danger.

If you command a division, and the commander in chief, after making the signal for action in a line, should make another, directing you to bear down and engage the enemy close, while by neglect the former signal remains flying on board the flag ship, or repeating frigate, your *safest* way will certainly be to stick to the first, and preserve



serve your distance. If any one of your division should venture to approach the enemy, continue to fire at him to make him *recollect his duty*.

If you are employed on a foreign station, where the privateers are very assiduous in capturing the enemy's merchant ships, you must consider these exertions, although advantageous to the nation at large, as an infringement on the emoluments that should arise from your command; therefore lose no time in laying an occasional embargo on these vessels, and thus bring the owners of them to terms that will render your profits equal to what they would have been, had the captures been made by the ships of war. Should the seamen desert from the King's vessels into private ones, drawn thither by the hopes of protection, and of making a fortune under your patronage, it can prove of no injury to the service; for in  
what

what way can you distress the enemy more effectually than in cutting off their supplies, by *judiciously* guarding the coast? As a great number of seamen will be received into your ship, sent into port in prizes captured by your cruisers, to prevent their converting the King's bread into the bread of idleness, lend them to man a few of the privateers, which you may also victual and store, making with the owners the best bargain you can; and to prevent any *illiberal* calumnies that may be thrown on this conduct, bestow on such vessels the denomination of private tenders to yourself, or of public ones to the flag ship you command.

The military, during the late war, taking the advantage of their assisting by land at the capture of several of the enemy's fleets situated up the rivers in America, laid claim to, and acquired a considerable share of the prizes which, *as taken on the water,*  
were

were obviously naval property; therefore—  
 If an opportunity presents itself of co-operating with them, do not encourage this shameful innovation of theirs, by *uselessly* exposing your fleet to the devastation of *sea* and land batteries; nor advert to the perhaps groundless reports of disease, famine and confusion, in the enemy's squadron, as it would be cruel to avail yourself of their distress, were such reports true; and if groundless, 'tis plain that the carnage would fall principally to your lot, whilst the army, however trivially concerned, would acquire a large proportion of those *gilded* laurels which should be the reward of naval victories *alone*. Should the military commander, *now put to his shifts*, demand a few frigates to cover the landing of the troops, he will perhaps, on getting possession of the forts, level their guns at the disabled ships, and acquire by the capture of them, nearly the whole profits of

The enterprize, whilst your frigates will most likely be cut to pieces in previously enabling the forces to land : I therefore recommend it to you to reflect *coolly* on the slaughter that would ensue, *with so little purpose*, to the British seamen committed to your charge, and reserve them for some important contest *by sea*.

I flatter myself these directions, observed in a future war, will render its events as glorious as most of those of the last; a brilliant æra in the British annals, when the conduct of our arms was by no means equivocal; since even our rivals, the French, declare they were never before so *satisfied* with the behaviour of our naval forces.

CAPTAIN.



## C A P T A I N.

**I**F you are chased by a ship of your own force, which outsails you, and upon her approach find that the violent motion of the sea will prevent your firing your cannon with any prospect of success; as you are not supposed to be certain that the enemy rolls as much as yourself, and as in this case it is evident that you can neither run or fight—strike your colours. So a great deal of powder and shot, that would have been thrown away, *will be saved.*

If you are headmost of several in chase of an enemy's ship of the line, and upon your coming within long random shot she begins to fire her stern chase guns; to convince her that you are as ready for that sport as herself, bear away or luff up, as

C 2

occasion

occasion may require, till your broadside is fairly presented, and give her its whole contents. If you lose a great deal of way by this manœuvre, there will always be fresh ships coming up.

In the above-mentioned circumstances should you be chasing the enemy into port, and working board for board with him, if you find that his fire prevents your manœuv'ring so coolly as you could wish, take the management of the ship into your own hands, and by hauling a little too soon or too late, you can always contrive to miss stays, which will give time for the ships altern to advance between you and the enemy, and engage his attention.

Should you command a frigate in company with another of inferior force, and meet two frigates of the enemy, whose strength is also unequal, attack the smallest  
yourself,

yourself, and the chance of taking her will be in your favour. In the mean time if your consort takes the larger one, it will be the more to his honour. But should he be unhappily obliged to yield to the superior fire of the enemy, you will probably have the additional credit of retaking him.

If you make a part of a squadron at the attack of a fort, and should unfortunately run aground during the cannonade, as it is not expected that at such a terrible time you can use the necessary endeavours to get the ship afloat, burn her—to save her from the fire of the enemy.

As it has been fully proved in the late war, that the old English manner of engaging yard arm and yard arm, was a savage way of murdering men to little purpose, and not agreeable to the moderation  
which

which ought to direct a civilized nation at war, bring to and engage as soon as you think you are within reach. But as our seamen, an unpolished race, are not yet perfectly reconciled to the new system; to impose on them, and to make them imagine you are going to singe the Frenchmen's beards, order the guns, when you prepare for action, to be as much depressed as possible, and loaded fore and aft with two round shot.

Many masters of merchant ships not only assuming the title of captain, but affecting to think themselves very little inferior to you, it is become necessary to a degree to repress this insolence. I would therefore advise captains attached to convoys, on the first neglect of attention to signals, to send for the faulty master, and without ceremony or idle explanation to give him a dozen lashes *well laid on*, which will make him



him *feel his inferiority*. It is true that among the commanders of merchant vessels there are some fiery fellows who might threaten vengeance on such an occasion, but you are fully justified by the articles of war, which subject "all persons in or belonging to the fleet" to that discipline. This article may be applied to ladies or gentlemen, passengers, who give themselves airs of importance.

If in a calm a merchant ship should have the misfortune to fall on board you, as the shortest way to separate the two vessels, order your people to cut away all the rigging that is entangled with yours, and by way of prevention, all that is within their reach. In this case the King pays no damages, and you will *innocently* indulge the turn seamen on board ships of war have to mischief.

When

When in harbour, forbid any boats to attend upon officers after sun-set; and assign as a reason, fear of fatiguing the boats crews, or apprehensions of the disorders they may commit on shore. I do not, however, mean to prevent your having a boat for yourself, and another for your steward, as long as he or you may think proper. This will give the officers an idea of subordination.

If there is any thing in the face or gait of an officer displeasing to your eye, interdict him that side of the quarter-deck on which you walk, and order him to go to leeward. Perhaps he may think his honour hurt, and when no longer under your command, seek you on shore; but still pursue the same system, and preserve the distance your rank requires, by retiring to one place, when you know he is looking for you in another. If in spite of your  
prudence

prudence he should at last find you, and break your head *like a villain*, prosecute him; and as our lawyers have declared they are not acquainted with honour, the punishment of the assault will be trebled by the enormity of this breach of military discipline, at a time when there was between you no military connection.

When an officer on duty comes into your cabin, hear what he has to say sitting and with your hat on. But when you come hastily upon deck without your hat, if the lieutenant should think of remaining covered in your presence, try him by a court-martial; and if it's members have a proper feeling for a brother-captain, they will certainly declare him *incapable of serving his Majesty*.

When an officer sends a respectful message to you for permission to go on shore,

D

I would

I would have you answer simply—NO—for you are not, as you must be persuaded, obliged to give reasons to any one; and this mode of behaviour will convince him of the *difference there is between him and you.*

Whenever you put an officer under arrest, do not extend the limits of his confinement to the wardroom; for though he would be as safe there as in his cabin of six or seven feet square, yet, indulged with sufficient space to turn, he would hardly feel himself a prisoner; while in the other situation, even if acquitted on his trial, he will be severely punished for having incurred your displeasure. Indeed in the torrid Zone, if the unhappy culprit should be surgeon or purser, and should wait some weeks for a court-martial, stewing in his cabin in the cockpit, it is extremely likely  
that

that he may take a sure step, to escape being hanged by that unbiassed tribunal.

When you dine out, order your steward to wash the cabin as soon as you leave the ship, for at that hour the officers being at the table below, will be able to judge, from the water which pours on their heads, where the deck needs caulking.

Though you are forbid to punish any offence with more than a dozen lashes, unless by sentence of a court-martial, there is an easy way of evading this prohibition. The first dozen being inflicted, you have only to read another article of war, and then order the prisoner a second, and so on, as long as you please. I am apprehensive that this piece of advice is superfluous, for I believe there is scarcely a captain in the navy who has not already practised the me-



thod I recommend, and many of them indeed administer lashes *ad libitum*.

If a man whom you are going to flog has the confidence to suppose himself innocent, and demands a court-martial ; to punish the insolence of his appeal from your sentence, begin by ordering him to receive three or four dozen lashes instead of the dozen you at first intended, and then offer him his choice of being released, or of waiting his trial in irons. It is to be presumed that the man, knowing a court-martial to be a bad remedy for a sore back, will decline it : but should he accept the offer, you have nothing to fear, as it is a matter which affects the consequence of *the corps*.

When two men make mutual complaints of each other, if one of them is known to be turbulent, or is an Irishman, flog him at once, without enquiring into the circumstances,

stances, and you will shew the ship's company the value of a good character.

When a man receives his punishment silently, and does not deign to cry out, or to beg mercy and forgiveness, give him an extraordinary dozen, to reward his sullenness. In all these cases make a speech to the crew, lamenting the sad necessity you are under of whipping your fellow-creatures.

If you are a native of Scotland, and an Englishman and Scotchman, involved in the same scrape, should be alike culpable, as it is natural that you should wish to favour your compatriot, release him, and flog the other, pretending to discover a difference in the degree of the offence; tho' perhaps all the distinctions the wondering officers and sailors can make, are that the North-Briton has red hair, and the South-Briton

Briton brown ; and that one has a smooth skin, and the other the itch.

As there is usually a little jealousy existing between the sailors and marines, it will be to your interest, by humbling the latter, to flatter the stronger number of seamen. As the marines sometimes pique themselves on their discipline, you may begin by taking the internal regulation of the party out of the hands of it's officers, and in point of order and appearance they will soon be undistinguishable from the sailors ; and whenever any marines are sharers in a scrape, be sure to let the principal part of the punishment fall on their backs. During the infliction of the lashes, do not forget to reproach them with their being marines : tell them that they are neither soldiers nor sailors, and remark that they are sure to be flogged oftener than the seamen, which, *this system observed*, will be perfectly true.

When

When you wish to distinguish a marine, for whose services you may have occasion, from a sailor, exclaim,—“ I mean you, you *soldier-built b*——.”

Whenever you have a bad dish at your table, flog the cook, that the guests may not think it your fault.

Make out a regular dining-list of the officers and gentlemen on board, beginning with the first lieutenant, and classing them according to their stations, and the share they enjoy of your esteem; let your steward carry this *muster-roll* with him when he invites in the morning, by which you will not only save yourself a *daily fatigue*, but will mark in its strongest light the respect due to your own rank, by *punctiliously* attending to that of your inferiors.

If a few friends, or strangers of consequence, come on board by accident in the afternoon,

afternoon, in order to make room at table, and to preserve your dignity, desire your steward not to call to tea, the *petty officers* who dined with you; there is no risque of offending them, as they are too much under your controul, not to be satisfied with *any* attentions you choose to pay them.

If you feel yourself piqued at the behaviour of an officer on board, and receive sailing orders, give particular injunctions to your first lieutenant not to suffer him in your absence to leave the vessel. Should the other plead the King's duty, and be permitted to go on shore accordingly, as he is *in all cases* subservient to you, upbraid him, if you happen to meet, with the most insulting language and opprobrious epithets; if in return he beats you severely in the public street, as it might perhaps be proved that he had more business on shore than



than yourself, take no particular notice of this usage, so as to create a *fruitless* noise in the affair, but quietly allow him, by his exchanging into another ship, to prevent the retaliation he may *probably* apprehend, on your getting him in your turn, *under* your clutches.

If you perceive one or two vessels of warlike appearance making for port, and know that several British ships are on the look-out at the spot they must have passed, do not give yourself the trouble to speak them, as they can scarcely be other than neutral. Should it afterwards appear that they were enemies, and that a ship of force much inferior to yours engaged them and was beat off; if you have previously established your character at a station where you was successful in *annoying* the enemy's *trade*, and where your services were of such a nature as to have been publickly rewarded

E

at

at home, I advise you to disregard any *ridiculous* things that may be said to your discredit. Again—If during an obstinate engagement betwixt the British and an enemy's fleet, you should be senior officer of the frigates protecting the convoy of English merchant ships, and a captain under your command in a heavy frigate, proposes succour to a small ship admitted through necessity into the line, which he observes to be oppressed by the very superior force of one or two ships of the enemy, I would have you regard this advice as not only offensive to your honour, but threatening, if rashly carried into execution, the safety of your convoy. Should the two fleets, now much shattered, make a drawn fight of it, you must represent to the English commander, whom you may be able to influence by your consanguinity to him, or otherwise, the great hazard of trying a second engagement, both to the men of war  
and

and convoy; to the latter particularly, as the *frigates* protecting them *must come into play*.

Should you command a large frigate, and fall in with two of the enemy's privateers, I recommend it to you to *wing* one of them, by way of coming up with the other. If when taken, the mode of their rigging and their hulls are not striking to the view, examine nicely into the number of their guns and weight of metal, and if they approach in these particulars to vessels which are deemed frigates, let them even pass for such, and gain the credit due to your gallant exertion. Should the jealous-watching eye of some naval critic pry into the *seeming* fallacy of this account, far from lessening your known reputation for valour, it will gain you the additional one of *adroitness* at description.

If in a frigate you are convoying an armed store-ship with troops, and are chased by an enemy's frigate of force rather superior to your own, which, on risquing an action, you capture; as the military can gain no credit in a sea-fight, and as the store-ship, however well armed, can acquire but little in a contest where the principals are men of war; do not mention them in your recital to the Admiralty, as to the action, but dwell on the gallantry of your officers and crew, strenuously recommending them, and particularly the first lieutenant, who may wish nothing so much as *SUCCESS in an apparently warm contest.*

When you take a French prize, it is no more than reasonable that you should have some claret for your own table; you may therefore venture to take a few pipes: but as this would be an abuse, if carried too great a length, do not permit any to be brought

brought on board for the inferior officers or seamen.

In the West-Indies, if any negro slaves from the enemy's plantations, escape on board your ship, led by the hope of partaking British liberty, when under the British flag; as this example might hurt the sugar trade, if it encouraged the slaves of our islands to fly to the enemy, sell them at the first port, and put the money in your pocket.

If you are in sight at the taking of a rich store-ship, and the vessel which captured her, wishing to join the fleet, intrusts you to conduct her into port; and you discover, on exchanging the prisoners left on board, that they have opened a chest of money, and half emptied it, divide what remains, *in a fair way*, at the capstan head, as your own people, if you rendered an account



count of it, might be suspected of the outrage. Should the matter be discovered, which is not likely after distributing so many *bribes* to secrecy, 'tis ten to one but you find, on enquiry, that your consort has done the same.

I would advise the corps of captains to petition for a more equitable distribution of prize-money. They have at present only two or three eighths, which is certainly an inadequate proportion; for as we have frequently seen that the suffering an enemy's vessel to escape depends entirely upon them, I think they may modestly claim two thirds, or at least half the prize; besides the *optima spolia*, live stock, &c.

LIEUTENANT.

## LIEUTENANT.

WHEN you have the watch from eight till twelve at night, as soon as you are sure that the captain is in bed, go below, and if you do not find any body up, shake the *cot* of one of the officers, till you oblige him *to turn out* and take a glass of grog with you, and play a game of backgammon, and probably the noise of the tables will keep the lieutenant who is to relieve you, alert, and in readiness to rise. In your absence, leave every thing to the discretion of the young gentlemen upon the quarter deck, which is the readiest way to form them into officers, and give them a habit of command. If any disagreeable accident should bring the captain suddenly upon deck, you have always an apology in the old story of the quarter gallery.

After

After being relieved in any of the night watches, when you pass the beds of the other officers in the way to your own, shake them one by one, till you are sure the drowsy fellows are perfectly awake, and then tell them that it is a fine night; that the wind has shifted a quarter of a point; or any thing else *remarkable*, and they will certainly be much obliged to you for your attention.

If a stranger of consequence should come on board when you happen to be reprimanding a sailor, heighten immediately the tone of your voice, and when you have drawn the visitor's eyes upon you, give the fellow a volley of kicks and cuffs with all the activity you are master of, and you will doubtless impress the stranger with a respectable opinion of the officers and discipline of the ship.

In

In a calm or in harbour, if you observe a midshipman who has the watch, sauntering about the deck, or leaning against a gun, ask him if he thinks he is to stand there *like a gentleman, with his hands in his pockets.*

When fresh provisions begin to grow scarce at sea, you may contrive to say to another lieutenant at table, as if without design, that the goose or turkey died of sickness; that the pig had the mange; or that the liver of the sheep was very much diseased; and it is ten to one but you spoil the appetites of some of the *idlers* who have not had the advantage of an education in the Orlop: consequently you will have a larger proportion of fresh meat, which is not so necessary for these gentlemen who do not keep watch. There are likewise certain little sounds and actions which I have seen answer this purpose wonderfully well.

F

If

If you have any officers of the army, or passengers on board, who are sea-sick, as soon as you find them beginning to recover, talk of fat pork or something else whose idea is disgusting to a disordered stomach, and it is very likely that their sickness will return with great violence. This species of wit, besides entertaining your messmates, is very fair, for it is universally allowed *on board ships*, that nobody pities the sea-sickness. You will likewise, as we express it, save their allowance.

Whenever you wish, as it is termed emphatically, to *sculk* a few days in bad weather, that is to say, when you wish to do no duty, pretend that you have the blind piles, as it is a complaint whose symptoms are not very easy, nor very likely to be examined into. In the mean time the master, if necessary, will take a watch, no doubt with



with great pleasure, as it will enable him to act on more serious emergencies.

When the captain goes out of the ship, and leaves you with the command, make a point of refusing the other officers permission to go ashore, or the use of a boat, for fear they should esteem you a meer *king log*.

When you are carrying on any duty, as for instance, reefing top-sails, and the captain comes to interfere with your command, as this evidently implies a distrust of your abilities, I would advise two or three of you, supposing all hands to be upon deck, to place yourselves close behind him, and clapping the mouths of your speaking trumpets to his ear, to roar out as loud as possible, "What are you about, you scoundrels on the fore-top-sail yard"—"D—n your bl—ds you rascals!"—"O you lubbers!"—or some

other innocent common place, and I will engage that the captain, if he has not ears of brass, will soon leave you to carry on the duty *calmly* by yourselves.

When the ship is in chase, the captain will consequently direct the course; but if you do not think it the best, and there is no reason why you should not know as well as the captain, you can alter it a point or so, when he goes to his cabin. If however he should perceive the alteration, and return to the quarter deck, the moment you see him, fall upon the quarter-master, and d—n him for a rascal for not steering his course. So you will escape all blame yourself, and at the worst, the quarter-master will come off for a dozen or two of lashes.

When you make a party to go on shore, or when the boat comes in the evening to carry you on board, if you are the *superior*

rior officer, do not suffer any body to give the smallest directions to the boat's crew, who will from thence learn to make proper distinctions, and while they name the other officers simply—*Mr.*—they will call you—*Your Honour.*—But, upon recollection, I would advise you to be rather cautious in this point, for I knew a lieutenant who saying rather too harshly to a messmate—"Remember, Sir, I command this boat"—acquired the degrading appellation of *captain of the blue cutter.*

To shew the superior importance of the command you exercise on the quarter deck, to the duties of the other officers, I would have you distinguish all who do not keep watch by the obliging denomination of *idlers*, even if the surgeon should have two or three hundred sick in his list, and if the various operations which require the attention

tion of the master should oblige him to be up night and day.

Wine and spirits being bad things for boys, and the one you have for your servant not being perhaps more than fifteen or sixteen years old, stop the whole of his allowance of the above articles, and oblige him to drink water, which, as it stinks terribly, will accustom him to the hardships he is so likely to meet with in his way of life. So without being obliged to the purser, you will have a glass to comfort you in a cold middle watch, or at any other time when you do not choose to let all the world observe what you drink.

Nothing is more advantageous than to have the command of a prize, for in that case all the private stock of liquors, wines, and eatables become your own; and if you have a wife at any of the sea-ports, you can  
always

always make a foul wind of it, and go in, to put ashore any thing you wish. The swords and pistols of the captured officers are likewise considered as your property; for tho' it is true that some people leave them in their possession, it is certainly a folly to allow arms to remain in the hands of prisoners. There are also some loose articles generally lying about in prizes, which I would advise you to appropriate to yourself; for even if they were sold and the produce divided among the captors, it would amount to a meer nothing: but as it seldom happens that they are brought to account by the agent, every body will agree that the value is better in your pocket than in his, who has besides sufficient opportunities to do handsomely for himself, and who very often takes ship and cargo to his own share.

When you go on board the admiral's ship to receive orders, as the Flag's officers generally



generally hurry you away without giving you time to look about you, pretend that you have forgot your orderly book, and go down to the wardroom to beg the favour of a bit of paper. When you are there, they can do no less than ask you to take some refreshment, and you will besides have an opportunity of hearing all the news.

As the master, though only a warrant officer, from his being sometimes allowed to take a watch, and put the ship about, is apt to give himself airs of consequence, and frequently has the astonishing impudence to think himself your equal; whenever you send for him, or address yourself to him, do not call him by his name, as Mr. Black or Mr. Brown, but say—"Send the master to me—Pray master how much water is there on board?"—and be assured there is not a more effectual way to lower this gentleman's pride.

As

As you certainly would not wish to resemble the fops of the army, it would be well to oppose a contrast to their manner of dressing: for instance, when you wear a small sword, put on your round hat and boots, and above all do not forget, as it will give a harmony to your appearance very pleasing to the eye, to accompany your boots with black breeches. But as there are some little brilliant particulars which the army seems to wish to appropriate to itself, it would be a want of spirit not to vindicate the right every man has to wear what he can afford to purchase. Should you therefore be tall and well made, do not hesitate to distinguish your figure by wearing a pair of epaulets, and hooking back your skirts; but if on the contrary you are little, nothing will be more advantageous than light infantry wings on your jacket, and feathers in your hat. If you are afraid when you go to take orders on

G

board

board the admiral, that you will not be received with the feathers, you can borrow the cockswain's hat when you are alongside.

When you purchase fresh stock for the wardroom mess, do not buy many sheep, as the hay they consume is expensive; but procure abundance of hogs, who thrive amazingly well at sea upon peas and oatmeal, which cost you nothing, and only make a difference in the savings of the purser, generally a keen hand, who has ways and means to make up such a loss.

When you cut up a duck or fowl, do not be over-polite, and begin by helping all who send their plates, till perhaps there is nothing left for yourself but the neck; but as soon as you have hacked off a wing or a leg, secure them upon your plate, and distribute the rest as far as it will go.

In

In long cruises there are generally a few fowls reserved of the fresh stock, for those who may fall ill : but as poultry generally lose flesh at sea, and as they must be killed soon or late, you can denominate any little heat occasioned by strong grog, a fever, and nobody will object to your having a fowl boiled every day for your dinner, which you will find infinitely more agreeable than salt beef.

Whenever a wardroom servant does amiss, exert your authority *in the mess*, and check any one of the idlers, even if caterer, who presumes to interfere, *where duty is concerned*, in dictating punishment for a fault committed by *one of the ship's company*.

In hot climates the sailors are very apt to sleep in the night watches, when there is nothing to do. This being contrary to the discipline of the navy, whenever it hap-

pens, order up three or four buckets of water, and pour them upon the delinquent. If the sudden check given to his perspiration should cause a fatal fever, so much the better; he will learn not to sleep on his watch again.

If a seaman has been long and frequently in the sick list, and is consequently a very idle fellow, hasten his return to the deck; and as convalescents are apt to be inactive, and require something to stimulate them and give motion to their stagnant fluids, apply the *main-braces*, on his coming aft, dexterously to his shoulders, and fearing the efficacy of this treatment, let the boat-swain's mates try the effect of their sticks upon him: if spite of all this, he should *unaccountably* relapse, lay the blame upon the surgeon for not giving him plenty of bark, before he discharged him his list.

If,



If, when first lieutenant, you have a dispute with one of your messmates, you must revenge the quarrel upon the posteriors of his servant, which, as boys are almost always in mischief, you will soon find an opportunity of doing. If your antagonist chances to be surgeon or purser, the lollolli-man and ship's steward are your sure game; and you may likewise *punish the surgeon* by harrassing his assistants in the night watches, about some mistake or other in the sick list, and by denying to the sick a sufficient quantity of fresh water, on a supposition of its becoming scarce.

If the marine officer is a raw lad, and therefore troublesome, as no one can dictate to you what steps you ought to take in carrying on service, impose duties on his people which may appear to him to be forbid by his instructions from head quarters: at the same time keep a good oak  
flick

lick on deck, to prevent breaking your speaking trumpet, for the particular use of the marines: if the other foolishly takes their part, 'tis a great chance but he is guilty of some hasty indiscretion that may render him no longer an obstacle to your *official tranquillity*.

Whenever you dislike your captain, or the station on which your ship is ordered, flatter the surgeon a little, and he will send you ashore with a sick ticket, where you will enjoy your full pay, and sick-quarter money. This will enable you to amuse yourself very tolerably, and, if you are a man of intrigue, to seduce your landlady's daughters. Do not forget, when you are ashore, to ingratiate yourself with the agent charged with the care of the sick, who will keep you on his list as long as you wish.

Many

Many military folks who rank with you, have a notion that they are privileged, as Esquires, to kill game. I do not take upon me to controvert this doctrine of theirs, but leave it to those superlative judges of the game laws, the country 'Squires: however when you are unemployed, if you can by your eloquence and the knowledge of these matters you must have acquired on board his Majesty's ships, persuade the Tonies in your neighbourhood that you are thus qualified, it will furnish you a great fund of amusement, and will supply your *half-pay table* with every species of that article.

I advise the whole of you to unite in a memorial for a more elegant uniform with lace, and for an addition to your full and half pay. Your present dress scarcely vies with that of a midshipman, and many of you *think* they require something glaring to point out their advanced situation in the navy.

In

In regard to your pay, as you have the rank, *on service*, of captains in the army, you should have incomes accordingly; particularly as an idea has been lately started, that you do not, *in private*, enjoy the same rank, seeing that his Majesty, God bless him, neither titles you Esquires, nor enables you to support their consequence.

LIEUTENANT, &c.

## LIEUTENANT COMMANDING A CUTTER.

AS you are for the present out of the line of *a common lieutenant*, and have the most unlimited sway in the wide circle of naval despotism, I have allotted to you a space by yourself.

It is in the power of a British admiral, or senior captain, on a foreign station, to make a variety of officers; but 'tis to your peculiar province to make and unmake at pleasure all those who serve under you, except in the superior appointments of master and surgeon, and it would be well for you if the Navy-Board allowed you the same privilege with regard to them, the qualities of the first being as essential to your *repose* and *peace of mind*, as those of the latter are to your bodily health.

II

Your



Your seamen will naturally honour you with the title of captain, which you must support on all fair occasions. This distinction, bestowed on the elevated rank of the commander of a post-ship, descends by prostitution or courtesy, which you will, to *the commander of an oyster-boat*, and reaches you at the *happy medium*. People at a distance from a king's port will not be apt to enquire into the legitimacy of your new title, which will gain you much credit, except in some trivial cases, where the ignorance of the parties will so confuse and jumble the two ranks, that they will leave you, in their esteem, no rank at all. You may, together with the white lappels, cut from your uniform the lieutenant's button, and substitute the captain's one, bearing the arms of the Admiralty, who have appointed you to your present command; for although in its adoption, it is vulgarised by master's mates, captain's clerks, &c. yet as  
it

it is worn *on plain coats* by many other captains as a convenient undress, it will be of no small support to your present consequence.

The man who hires a house, whilst he pays the rent of it, calls it his own. You must thus distinguish the cutter, of which you have a lease for a certain time, and every person or thing appertaining to it, from *your* master, and *your* surgeon, down to *your* bread-bags hung to dry on *your* bowsprit.

It has been strongly reported that the Lords of Admiralty propose sending the warrant-officers now idleing in the small ships in ordinary, in a *pro tempore* way, into the cutters, thinking, as they have a provision for life, that they will be alert in their duty, and take great care of the stores respectively committed to them; but I do

not credit a word of it, as their lordships have too great a respect for your talents in chusing persons proper for these offices, and too good an opinion of the probity annexed to your rank, to take any such step.

As you will be *your own* boatwain, gunner, and carpenter, you must keep the king's cutter well supplied with all kinds of stores; and as you are burthened with so many offices, you must make up for your fatigue, by supplying your house, if you have one, and those of your friends, with white-yarn mats, canvass bags, water butts, &c. You may also assist your brother officers in larger vessels, who are restricted by an illiberal set of warrant-officers, with an occasional supply for themselves, or their tenders.

As naval stores are so sparingly allowed in channel service, it will be dreadful for  
you

you not to obviate the difficulties that may arise from a want of them; therefore, if the master, misguided by an over-scrupulousness in signing your books, does not readily coincide with you, it will be proper for you to seek an opportunity of finding him fuddled, or negligent in any particular point of duty, when you must propose to him the alternative of sick-quarters or a court-martial, and do not doubt but he will rid you of your present concern, by chusing the former.

As the forfeited pay of deserted seamen is applied to a great naval charity, you must work your vessel with as few hands as possible, keeping the full complement on your books, till you are at the eve of going to a king's port, when you may run the superfluous number, and so contribute to this humane institution, at the same time

time that you secure to yourself their provisions.

The Victualing Board are so cruel as to detain for several years, the profits arising from your purfery in the cutter; therefore when you have acquired by the above method, a large credit of provisions, go to a port where the contract for supplying them is expired, and procure on your bills, in addition to what you really are in want of, at least as large a sum as you think would accrue from those profits, when paid by the above board.

At the port where you rendezvous, you must supply your family and mess with meats of all kinds from the contractor, to be charged as beef; and you may point out to him, that when you have a credit with government, it will be as easy for him to take your receipt for an extra quantity  
of



of provisions, as to pay it to the butcher or baker, of whom such provisions might at your pleasure have been purchased.

The extra quantity of wine and spirits that will result to you in the methods I have pointed out, together with your allowance, as purser, of an eighth, will perhaps enable you to entertain your friends liberally, and to support the dignity of your station in the service: but should they prove insufficient, *your* master, who can certainly distinguish good wholesome liquor, from that *worse-than-water* beverage called *purser's swipes*,\* will start  
in

\* I do not know whether I have strictly adhered to the orthography of this word, not being able to meet with it in any dictionary I have seen; however as I shortly mean to publish a pocket one myself, for the particular use of my naval friends, in which I shall investigate the meaning, and trace the origin of all sea-phrases, whether proper or *barbarous*, I hope at that period to throw some light into the subject.

in the hold, a few hogheads of the latter, when the cutter gets aground, for which you will receive a certain proportion of those articles; or he will *steal* a cask of spirits *by accident*, and *miraculously* convey the contents of it into your liquor cases.

Altho in a strict sense, the above beverage is, to those who drink little else, poor enough in conscience, yet I met with several fellows, when I commanded a guardship at Plymouth many years ago, who used to swallow it in such quantities, as to become fuddled and stupid: I therefore advise you to give a *necessary* caution to your brewer, who will in return supply you with what ale you wish for your sea and land consumption, not to *overcharge* his ships beer with malt.

From some of the foregoing hints it will appear that the fewer hands you can manage

manage with the better, both for the publick and yourself. As you will be exposed to great expenses when wintering in port, at which time you will have but little service for your people, keep as few on board as possible. You will easily get hands in the spring.

When you meet with seamen you do not like, provoke them to desertion by the severity of your conduct towards them. If you do not succeed in this, you may turn them on shore, *volentes volentes*, and run them on your books. In this way you will get your cutter well manned, but should an obstinate dog with a great share of wages, refuse to be so served, send him to sick-quartres, on the slightest ailment, at a place where you are not likely to call again. If the fellow procures leave from the surgeon there to travel round to his ship, as the other in this case cannot give him a ticket of discharge till he

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fees

fees you, turn him ashore for daring to act in opposition to the customs of service—'Tis a moot point, *somewhat in your favour*, whether, destitute of money, he takes the pains to beg his way back to the quarters.

If you rendezvous at a mercantile port, you will doubtless observe the ridiculous vanity of the masters and mates of the merchant ships, who, on a marriage amongst them, or other such occasion, will make a general display of long pendants, and of colours prohibited by the Admiralty laws: As this, with the ringing of bells, &c. is a kind of stile they ought not to aspire to, you must perform your duty, in depriving them of their streamers, with the rigid punctuality of a good officer; and as you may want a few pendants and colours for signals, you need not trouble yourself about sending them, with the ships and owners names,

names, to the Admiralty, for a writ of exchequer, as such a step would be a great detriment to the master of the ship, whilst the omission of it will be but of little importance to the publick.

In harbour, the taking away pendants, or vanes representing them, when you have company on board, will give them a good idea of naval authority; to which you may at such a time contribute, by abusing and threatening with punishment, the master of a merchant-man who dares to run alongside *the King's ship*, in getting his vessel to her station. When at sea, you may content yourself, on observing a long pendant or vane, with firing a round shot or two into the hull, or through the sails of the vessel that carries it; but be sure to *frighten* effectually, as I have heard of a lieutenant who, mistaking a collier-brig with a long pendant, when head on, for a man of war,



was put to the trouble of shaving and shifting himself, contrary to his usual practice at sea. A broad pendant or vane is more reprehensible than a long and narrow one, as it resembles the pendant worn by a commodore.

As you are lord paramount of your cabin, *which the very cat must be sensible of*, do not forget to assume a due consequence at meals; and recollecting the old adage, that "familiarity breeds contempt", keep your officers, *when below*, at a proper distance.

When you row towards the shore, or are conveying on board a party of visitants, in order to *illustrate your rank of captain*, order the cockswain to stand up in the boat.

As there is a prospect of your making some heavy captures, you may venture to  
live

live fashionably, and get in debt. Nothing will conduce so much to the procuring you unlimited credit in a bye port, as the representing to the inhabitants, that government pays you a certain sum to victual and store the cutter, as well as for her other expenses *ces* —I do not myself think this advice altogether feasible, but having been informed from the best authority, that it was once practised with success, I enforce it on the established opinion that "example is better than precept."

If you bring on board a hired livery boy, although not borne upon the books, do not hesitate, when he offends you, to bring him to the gun; and if you have a grown servant to wait on you, who does amiss, bestow on him the same *boyish* punishment, to prevent the one laughing at the other.

If you are punishing a part of your crew very severely, and observe baited hooks  
over

over the stern, to allure gulls; on recollecting that you want a bird or two for your garden, you may allow the punishment to wait a few minutes on your amusement: for although you may be sufficiently cool and determinate without such a delay, yet the culprit, *bared and tied up*, will deem the *business* not quite so serious as he had reason to apprehend from the warmth of the preceding lashes.

When you conceive a pique against a seaman, blame him for every little accident that happens when he is on deck; and to convince him that you do not threaten in jest, punish him for not steering the ship *to a hair*, or any other such *palpable* fault.

Altho the articles of war determine the number of lashes to be inflicted on a delinquent, yet in cases highly criminal, the law instituted by Moses, of forty stripes save one, has

has prevented, in its enforcement, the fatal termination of a court-martial, and perhaps effectually reclaimed the offender from the gallows. Now in a case *privately touching yourself*, and *consequently* criminal, I do not see why thirty-nine stripes should be more proper than *seventeen* or even *thirteen*; particularly as our friends on the western continent have given us a *fore conviction* of the efficacy of the latter.

It is customary in the time of war, on a probability of coming to action, to release from their confinement, prisoners whose crimes are of no great magnitude. Now although I have never heard of their being in such cases recommitted to it, yet it establishes a precedent that *may* license you, when you want a prisoner on any little occasion about your person, to release him for a few minutes, remanding him back to his confinement, when you no longer need his assistance.

If

If you receive the proclamation for the division of prize money, as some of your officers and crew may have informed themselves of the particulars, you may read it publicly, explaining it as *the letter of the law*, and immediately after, on making a distribution of any kind, pretend to discover a palpable mistake in not including the quarter-master, sail-maker, or armourer, among the petty-officers, and endeavour to force them into the shares of that class.

Do not lumber your vessel with useless stores, but send them to a *convenient* spot on shore, whence if any of them are stolen, they will enrich a needy individual, whilst the loss to government will be of no material account.

If you have been long in harbour, I advise you to get your vessel to some adjacent road-head for a few days, to give you *the air of business*.

Military



Military officers are well aware of the effects of musick, in cheering the soldiery, and inspiring them with an heroick ardour; whilst it also opens a fund of rational entertainment to themselves and friends. You will do well to provide one or two fiddles, fifes, drums, or bagpipes, no matter which, to cheer your people, and amuse the company that will visit you on your station; and as the smugglers are in general badly manned and armed, you will not feel the want of the small number of able seamen that should supply the places of the performers.

As the emoluments of your purseries are so considerable, and your authority so unbounded, you may *reasonably* unite in submitting to the Lords of Admiralty, a proposal for a new rank with the title of *LIEUTENANT and COMMANDER*; and who knows but you may in time be of

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at least as much consequence as those who now *usurp* such an authority over you at your respective stations, and whose title of *Master* and *Commander* will then imply their inferiority to you. I encourage you the more to this, as you have of late so distinguished yourselves in ridding the coast of the smugglers that *infested* it, in shunning harbours, and in *keeping all Weathers at sea*.

OFFICER, &c.

§+§ The reader will, I hope, excuse the prolixity of the above section of the advice, as I have received many communications which I deemed instructive to this class of officers, from a person who was several years clerk to a cutter, till I lately had the good fortune to procure him, through my interest, the employment of a purser in the navy, a post which he now fills with a credit that can alone result from the uniform and unshaken principles of moral rectitude.

## OFFICER OF MARINES.

**W**HEN you are ordered to embark on board a ship of war, the first thing you have to study is your own ease, which is very compatible with your duty, as you have little or nothing to do, the sea officers generally saving you all the drudgery of command; and you will continue on better terms with them by making good punch and good tea, or by singing a good bawdy song, than by attempting, Martinet like, to keep your detachment in good order. I would likewise recommend it to you to discipline your party as seldom as possible, for the little air of command you are obliged to assume on these occasions, exceedingly alarms the jealousy of the gentlemen of the navy; and if the marines

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know

know how to make a scattering fire in action, it is as much as is expected.

As most of the naval commanders are of the opinion of that celebrated admiral, who declared in the House of Commons that he disliked the military appearance of the marines, the less trouble you give yourself about their clothing the better. If you are landed on any occasion with other detachments, or troops of the land service, your men in ragged jackets and dutch caps will make a most remarkable and veteran-like appearance, and will no doubt be distinguished by the commanding officer, as an excellent forlorn hope, and put in the front at the attack of a breach or battery, for the mere looks of such a party will be sufficient to make the enemy desert their guns—Do not whiten your buff belts, but keep them in their natural

tural state, which will agree better with the colour of your men's lappels.

If however, a certain smartness in the appearance of your men is your hobby-horse, as soon as you get them on board, cut off their skirts, and make light infantry men of the whole of them, great and small. You may yourself make cloth caps of the skirts of their coats, and leaden G Rs to put in the front, and paint of fifty different colours, cocks feathers to stick at the side, which are very soldier-like amusements.

As the damp air is apt to hurt the arms, do not open the arm-chests till just before you come to action. If you should then find the pieces unflinted, the touch-holes rusty, and the ammunition in confusion, you will probably be only in the same bustle as the rest of the ships company, and  
your



your remedying as well as you can, these disorders at so short a notice, will mark your attention to your duty.

The marines are apt to look up to their officers as protectors, when beat or ill used by the midshipmen, or boatswain's mates; but do not interfere, if you wish to avoid the being always, as they call it, in hot water, and your quietness will not only please the officers of the ship, but you will escape all reproach of partiality to your corps.

As the salt water, of which, in a frigate, you will have a tolerable share in your cabin opposite the hatchway, is apt to discolour the scarlet clothing *lying about* in common use, you may make a shift on board with a jacket *re-turned* from an old divisional turned coat, to which you may put narrow lappels that will take little or no cleaning

cleaning. This, with a striped waistcoat, brown breeches, black worsted stockings, and a day or two's crop of beard on your chin, will be convenient to a degree, and will not prevent your examining nicely into the dress of the centinels and other marines, and punishing those who are slovenly; for you are, *in these little particulars*, king over your party, and must have seen many instances \* tending to prove that *Kings on board ship*, as well as *Kings on shore*, are frequently superiour to the laws they are appointed to execute.

As your *land* ideas and expressions will be highly ridiculed by some of your messmates, you must, for your own security, endeavour to collect as many witty phrases  
as

\* Besides those which have been enumerated—The being covered, *soldy*, at the time of reading the articles of war—was omitted through mistake, but will be attended to in the second edition of this work, if the present one meets the approbation of the publick.

as you can, from your sea friends, and sport them as your own: for instance, when one of the gunroom servants gives you offence, exclaim with energy, "G-d sh-t- upon you:" and when a familiar acquaintance drinks your health, desire him, with a *facetious nod*, to "*drink it up*".

When your messmates retire to the deck in the afternoon, as walking to and fro is but a bad mode of digesting a good dinner, you may take a comfortable nap untill tea-time; and as this, and your keeping polite hours on shore, may render you unfit for your bed till one or two in the morning, you may amuse yourself, when most of your companions are retired, with singing, or playing the flute, in the gunroom, disregarding the noise you make, as you disturb none but the idlers who sleep aft, and who can procure rest whenever they please.

Desire

Desire your servant to let you know when the breakfast kettle is brought aft to the gunroom, when you may jump from your bed, *half dress yourself*, and be seated at table, by the time the second dish goes round. As for washing and so on, the early time of the meal will plead your excuse for delaying them till it is over.

As the first lieutenant can render himself very troublesome to you and your party on a thousand occasions, you must pay the most marked attentions to him. Constantly hobnob with him at table; invite him, when he *blows out his jacket* with the captain, to a taste of something nice from the gunroom dinner, although contrary to rule, to stave his appetite; and if he has a favourite hawk or pigeon, as you have nothing else to do, you may undertake the charge of feeding it, not forgetting to retire to your cabin and *weep sorely* at the death of his

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lady's

lady's canary bird. To render your behaviour to him as particular as possible, you may affect a negligence, if not a dislike, to the other lieutenant; and if he should unluckily for you become first, you may make your peace, by styling him Sir John, or Sir Thomas, as a titular reward for his good fortune.

If you are an admirer of bacchanalian, smutty, or sea songs, and find that the warrant and petty officers have a greater turn that way than your messmates, you may retire amongst them, when tea is over, without ceremony; for where a parity of disposition betwixt you and your gunroom associates does not exist, it will be as much their fault as yours, that you do not partake of their evening amusements.

When at quarters, you must endeavour to excite the attention of one or two of the  
field



field officers, by paying a particular court to them, serving their pleasures, and flattering their weaknesses. You will find this expedient useful to you, not only in rendering your parade duty more easy and comfortable, but in facilitating in war time, your embarkation into a good cruising ship. To accomplish this last end, when you are within one or two of sea duty, you must enquire what ships lately commissioned, will soon apply for their parties of marines, and collecting every recommendation you can, to the port admiral, in the mode above pointed out, you must wait on him, and solicit him to conduct the demands in such a way as that the ship you have fixed on may fall to your lot. You will probably have it in your power to tell him what an excellent cruiser you was obliged to leave through sickness, or other such story, which, if you quitted through your own mismanagement, will

be but a fair finesse; and if you keep out a distressed officer, who will in return find the hopes of retrieving his fortune blasted by his embarkation into a guardship, it is no more than what the other would certainly have done, had he taken *the same pains* as you did, to secure to himself good interest,

If as a subaltern, you have a family, and are embarked into a guardship, as it is ungentleel to carry ships provisions on shore, and expensive to take a lodging, you may remove your family on board, maidservant and all, not to the wardroom mess, as that might create difficulties, but to a *private* mess in your cabin in the gun-room. There will be some indelicacies on the part of the females, attending this situation, but as these are also experienced every day in the camp, you must have a very poor opinion of your consorts attachment

ment to you, not to suppose her in particular, as a soldier's wife, capable of submitting to them with pleasure.

If you are a young officer, you must not fail to dwell on the vast consequence of a commission in yours, as well as in other corps'; relating as so many proofs, instances of military men of your acquaintance, who have affrighted whole villages, and taken wond'rous liberties with country gentlemen, and men of genteel professions, which the others *dared not presume* to resent: for there certainly is something magical in the *regal touch*, when applied to your parchments, which though it does not inspire valour, learning, or liberal sentiments, has notwithstanding, in an active war, rendered some few of you *more than mortal*, and roused them, as the dangers which threatened the Roman  
army

army roused Quintius Cincinnatus, from the plough, the chisel, and the charcoal furnace, to the dignities of military command, and the publick admiration so frequently and lavishly bestowed on dress and exterior accomplishments.

As the marines are employed on a service that distinguishes them from the military in common, they should endeavour to obtain, what has long been in idea with some of them, royal facings to their divisional coats. The facings they now wear are very troublesome to keep clean on shipboard, create a vast expense of oatmeal to the purser, and, *opposed to the red*, are so glaring as to offend the sight of many naval people. On the other hand, blue ones would be deemed a kind of compliment, and if waistcoats and breeches of the same colour could

could be added, they would save a world of cleaning, and would, with the coats, when furnished to the privates, make a pleasing contrast to the blue jackets and red waistcoats so much worn by sailors.

MASTER.



## M A S T E R.

**I**N the good old times, the lieutenants were not considered as equal to you in rank; though they now assume such insulting airs of superiority; and very few are the occasions that present themselves to vindicate your consequence. The most favourable one is when you are charged with the working of the ship. Whenever that happens, call out to the lieutenants, in a tone of command, and always through your trumpet—"Mr. such a one, stretch along the main brace in the waist"—"Mr. so and so, are you all ready on the forecastle"—and you will find by their sulky manner of reply, how much they feel their pride offended.

The loss of the sheet-anchor money was a severe stroke on your corps, and I know  
not

not any way you have to make it up, but by doing handſom-ly for the purſer, in the ſurveyſ of provisions at which you preſide at ſea, and you will no doubt find him grateful. Indeed there is a method of getting a certificate in a fictitious name, by which you will procure the daily pay of pilot, in addition to your income as maſter; but as this uſually occurs in ſmall veſſels, under circumſtances peculiarly favourable, I avoid the laying any great ſtreſs upon it.

Tho' you ſhould be a better hand at *rouſing up* the ſheet cable, than at cypher- ing, and tho' your day's work ſhould confe- quently differ from any other in the ſhip, always inſiſt upon regulating the courſe by that alone; for you are *maſter*. So if your eye ſhould begin to feel the injuries of time, and your meridian ſhould be eleven or twelve miles to the north or ſouth of the more vigorous opticks, always ſupport your poſt

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of

of prime observer ; for who has a right to see so well as the *master*.

Upon the subsiding of a heavy gale of wind on the lee shore, during which you may have wetted every *rag* and *slitch* of your sea cloaths, you will perceive the fair-weather birds flocking in shoals to the quarter-deck, and will have a fine opportunity of revenging your sufferings, by upbraiding them with *sculking* below in time of danger. You may also display your wit by calling to the quarter-master to fetch up your quadrant, observing that it is high time for you to think of adjusting it, when the *Owls of Sunshine* have driven away mother Carey's chickens.\*

IF

\* Mother Carey's chickens, as they are termed by mariners, are a species of sea bird, which these people believe to be never seen, except on the approach of a gale of wind, or during its continuance.

If you are appointed to a sloop of war, or other small ship, you will, when at sea, enjoy alternately with the lieutenant the command of the deck, and will receive a large proportion of prize-money. As you are in the latter respect included in the class of *commissioned* officers, oblige the sentinel on the gangway to salute you on your passing him, should your colleague exact that homage, not forgetting to avail yourself of this commissioned rank of yours, *below stairs* as well as above.

Entertain the *skipper* with the blunders of your fresh-water messmates, such as falling out of chairs, spilling of soup, and such lubberly tricks, in a gale of wind. The other, placing an implicit trust in your *honest bluntness*, may admit you as his confidential friend and favourite; and if you are upbraided with being a creature to the captain, too ready to communicate what

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has

has happened below, console yourself with the reflection that you are in a great measure to depend on him for future employment, which may not be the case with your accusers.

When your friends in a civil capacity make enquiries about the wind, &c. do not answer them in direct terms, as that would lessen the dignity of your office, but assuming a contemptuous self-sufficient air, reply—that the wind blows east and by east a little westwardly—that there is land all along-shore—that there is little wind and less weather, with gentle showers, but no rain—and so on all other occasions.

As your uncouth manners may render you the butt of some of your messmates, who will provoke you still more by exposing you at the captain's table, you must attack them in a language they are as unacquainted



quainted with, as you are with theirs. Introduce for this purpose a thousand *expressive* phrases well known in the merchant and collier service; relate histories of your amours, when *before the mast*; and sea-tales of your hardships and distresses; by which you will convince them that you have a thorough knowledge of the world, though you have not like them, spent all your days in a *white-limed* chamber.

Amuse yourself at table with the stories you suppose the *land-lubbers* will tell, when *swaggering* on shore, of what they have seen, and the hardships they have experienced at sea; whereas, instead of being exposed to winds and weather, as you have been, they have lain *quietly* in their beds, whilst you have conducted them from port to port.

When a *landsmen* relates a story of some remarkable custom of a country, and you  
have

have observed something like it in an opposite quarter of the globe, flatly contradict him; for 'tis most likely, having only read about it, that he has mistaken the place where it happened. Whenever a subject is broached that you do not understand, raise a horse-laugh at it, in which you will certainly find one or two to join you; for a conversation of this kind is just as rude as the speaking french in a company where some individuals are strangers to the language.

Express your astonishment at the quantities of wine drank by many of your messmates, and if any of them drink sweet'ned wine and water, call them *misses*; but as to yourself, do not neglect grog, the *sailor's* best friend, and the *main support* of the british navy; telling them what quantities you drank, when stowing sugars in the West-India trade.

Do

Do not be scrupulously nice, when on board, in your use of the above liquor, but drink it at least half and half, so as to do you good, and bestow it with all freedom on your mates and the quarter-masters: for though it may very considerably increase the general debt of the mess to the purser, who may deliver you your account out of form, when he gives in the others, yet he cannot venture, after what you must have done for him, to demand the payment of it.

I advise the masters to persevere strongly in their efforts for a general half-pay. Most of them have served seven, and many of them ten years, in the collier and merchant employs, and the appointed servitude in the navy, for a lieutenant, is only six, so that they ought to have at least as good a provision for life; particularly as they  
share

share the same prize-money, and have, in small ships, pretty much the same duty on deck, besides the laborious ones below, of studying pilotage and the lunar observation, *accommodating* the log-book, regulating the accounts of the warrant-officers, stowing the hold, &c. &c.

**SURGEON.**

## S U R G E O N.

WHEN any libertine of the ship's company, comes to you with a certain fashionable complaint give him directly a restraining injection of white vitriol, and he will be apparently cured in a few days, and with very little trouble to you. His disorder will probably make its appearance again in two or three months, which you can always attribute to his own imprudence. As often as this happens, so many fifteen shillings in your pocket, and the sailor will be properly punished for the *shameful and abominable vice* that caused his malady. It is even probable that after two or three of these cures, you may cure him of his propensity to it, or at least incapacitate him for its indulgence.

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As you will always find it advantageous to be upon good terms with the officers of the ship, to make your court to them without expense, give the portable soup allowed for the sick, to the wardroom steward to put into the pea soup. Besides the above mentioned advantage, you will possibly improve the health of the officers, doubtless of consequence in proportion to their command.

Above all, strive to cultivate a friendship with the purser and captain's clerk, who will assist you in charging fifteen shillings for a venereal cure, against the wages of all the run men, to whom it will be no loss, as they forfeit their pay by desertion, and as for the scandal, a deserter cares very little about it.

By way of saving the restoratives that are allowed to you under the denomination  
of

of necessities, apply to the captain, and the wardroom mess, for soup and fresh meat, and as it is in the name of the sick, it will be difficult for them to refuse you. If it happens that you are at any time without the above necessities, you run no risk, for you know nobody is a judge of your practice.

When you go out of the ship, always carry with you the keys of the medicine chest, as it is probable that your mates in your absence, might make free with the cinnamon water and other cordials. If a man should be wounded by a fall, or taken suddenly ill, in your absence, it will be easy, if there is a boat on board, to send for the surgeon of another ship, should there be one in port. If there should be no opportunity of procuring assistance, and the man should die before you come on board, that is no fault of yours, for you are not

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expected

expected to make yourself a prisoner in the ship, nor to leave your property to the mercy of others.

When any seamen come to you with fevers or scorbutick complaints, order them to take a quart of salt water a day, and you will not only save your remedies for *more serious disorders*, but the fellows will one way or other soon be out of your list. If any of them should refuse or complain of your remedy, represent to the captain, by way of punishing them, that their ill state of health renders it necessary to stop their grog; and after they have had nothing to drink for some days, but the water which generally stinks at sea, it is likely that they will compound for a draught of the salt element, in favour of *their spirits*. On all occasions when your patients are refractory, stop their grog.

After

After visiting the sick who are confined to their hammocks, order the loblolly man, when you go to the cockpit to prescribe for them, to ring the bell, that is, to jingle fore and aft, the brass mortar and pestle. You need not be at the trouble of remaining below to examine those who repair to this summons, as they will but consist of venereals and other slight cases. The former are now become so common on board the King's ships, as to be almost wholly disregarded, and generally expected to keep watch. By leaving these to your mates who will use every *convenient* means to cure them, you will open to the young practitioners, an ample field of improvement; and if they do not succeed in their efforts, the fellows, wearied with confinement and nauseating drugs, will return to duty, and leave you to reap the fruits of your *labour* in delivering to the captain, a daily account of their names and disease.

When

When a man is brought to you in action, with a wound in his leg or arm, do not stand in so busy a moment, consulting on the possibility of saving the limb, but off with it at once. This will save you trouble, and the pain of probing to the man, besides securing him a tolerable pension, if he survives the operation.

It will very much increase your emoluments, If you can prevail on the loblolly man, or any one else in your interest, to bring on board, fine girls who have a certain malady.

I recommend it to the surgeons, to hasten their application to parliament for a better and more extensive half pay; and heartily wish them success: for as a writer in one of the late papers humorously observes that they killed more during the last war than



than the French, they certainly, *one and all*, deserve a handsome gratuity for life, for the vast trouble and expence of medicines, that such an exertion of their abilities must have *naturally* cost them.

PURSER.

## P U R S E R.

**I** Believe it is hardly necessary to advise you to study the disposition of the captain, who has it much in his power to augment or lessen your salaries. Relate to him any little tales which you may think pleasing to his ear, and repeat every thing you may hear to his disadvantage at the wardroom table, that he may know how to distinguish his friends from his enemies. I would likewise recommend it to you to make him a present now and then of a few dozens of wine, and tho' a ship has very little in common with heaven, it will be repaid you seven fold, for the captain will certainly have gratitude enough to give you certificates specifying pipes of wine stove in a gale of wind, when perhaps it  
was

was actually a dead calm, for which certificates you will be allowed credit at the navy office.

Whenever a man deserts, you may very safely charge against his wages, a few pounds of tobacco, and a few articles of slop clothing; particularly shoes, for it is natural to suppose that when he prepared to march off, he provided himself with a stock for his journey.

As the officers, without considering the expense you are at for candles, very often have lights in their cabins, whenever you see one of them step out of his apartment, whip in, and blow out his candle. If he should be offended at the too frequent repetition of this piece of economy, you can always pretend the fear of fire, which would particularly affect you, as you have vast property on board.

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When

When in company with the captain's clerk you correct the flop book, and fearful that in the entry some articles have been neglected, to ballance the loss, you put little items against the wages of the sailors who have most pay due, take care not to make such a blunder as was committed by a purser some years ago, who in the course of a long voyage charged ten pounds for tobacco, against the pay of a seaman who was known to have always had it in aversion.

Contrive if you can to put the ward-room snuffers out of the way, which will prevent the candles burning out so fast as they would do if kept constantly snuffed.

When you go to sea for a three months cruise at the end of the autumn, do not carry with you a stove for the wardroom,  
but

but pretend that you have forgot to buy one, or that you have left it ashore to be mended, and you will save at least half a chaldron of coals.

When you demand beer in summer, always take on board as large a quantity as possible, and the consequence will be that one half will be sour before the other half is drank. As soon as it begins to grow a little tartish, you may venture to leave it to the discretion of the crew, and you will still save half the allowance. The acid of the beer will serve to correct the scorbutick habits of the seamen.

When at length they complain of it, and you hold a survey which condemns it as sour, *sinking*, and unfit for men to drink, you may prevail with the master and his mates, to make up for its having been shamefully *sweated*, as the sailors ex-



press it, on first coming to sea, to throw a few additional hogheads into the report of survey.

If the quartermasters in the cable-tier, through a cranny leading into the afterhold, should be caught in the act of stealing spirits from a cask placed conveniently by them for that purpose, you may pretend that you have before missed large quantities which must have gone that way, besides a vast deal lost in stowing, by the carelessness of the above people and the master's mates, and the captain, out of pity, will order an *accidental* expense of any quantity you think it safe to point out to him.

If the clerk, who in a literal sense should be more your servant than the captain's, does not entirely devote himself to your purposes, deprive him, when the ship is ordered to take charge of a convoy of  
 merchantmen

merchantmen, of his customary perquisite on delivering to the masters their sailing instructions, by putting it into the head of one of the lieutenants, by way of a little *amusement*, to send for the papers into the captain's cabin, and deliver them himself as they are called for. As many of the masters may press upon him at once in his new office, prevail on the marine officer or some other idle hand, to lend his assistance.

If your ship has victualled at a foreign port where any species of provisions purchased was enormously dear, pretend to your messmates and the other gentlemen, on settling a final account with them for provisions received from you more than their allowance, that your expenditure of that article has greatly exceeded the proportion, and that the surplus will be charged in the lump, by the victualling board

board, at the foreign price, and rate it in their debt to you proportionably. Be very cautious not to let a word of this escape you previous to the reckoning, as the idea of saving two thirds might induce them to make a purchase on shore, that would frustrate the success of your manœuvre.

As yours is an office of great trust, many articles when you are bound foreign, will be sent on board by strangers, to your charge. If you should in this way receive casks of tongues, or jars of pickles, it will be needless for you to minute down to whom they are addressed, as they will most likely spoil before half passage over. As soon as the pickle has destroyed the superscription, open them *in the presence of a messmate or two*, and deliver them to the wardroom steward, for use.

CHAPLAIN.

## CHAPLAIN.

A Sea chaplain is, generally speaking, a clerical beau; wears white stockings, ruffles to his shirt, and sometimes a long tail of borrowed hair tied to his own; frequents the coffee-house, and makes advances publickly to the bar-maid. These little liberties are not blameable, considering his connection with the military. Neither is it necessary that on board he should preserve all the gravity of his profession, for as his example will not correct, so his participation cannot increase the looseness of wardroom conversation. I would therefore advise him to accomodate himself with all *becoming* pliability to the manners of his companions, to sing a bawdy song in his turn, and whenever a party is made, in God's name let the parson get drunk.

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As the chaplain's cabin in the gunroom is retired and convenient, he will show the goodness of his character, by indulging the officers with the use of it, whenever they send for the wife or mistress of a sailor *to mend a hole in a stocking*. Let it be understood that I mean when he has not the same occasion for it himself.

Nothing is more disagreeable than long unnecessary ceremonies. At the burial of a corpse on board ship, two or three sentences rapidly repeated, and ending with "we commit his body to the deep", will suffice instead of the long funeral service. The dead man will be as well satisfied, the hungry fish better, and the chaplain will catch no cold.

MIDSHIPMAN.



## M I D S H I P M A N.

**F**OLLOW the example of experienced officers, as the surest way to become a good one yourself. Therefore whenever you observe the lieutenant leave the deck in his watch, go below likewise and leave a *yunker* with the command, who being new in the service is a slave to his duty.

If it happens that the midshipman whom you are to relieve, has not been long at sea, you may keep him upon deck an hour or two after his watch is finished. By these means you will give him a greater opportunity of learning his business, in which he cannot have too much practise, and you will not be obliged to hurry down your dinner and supper. If when he is relieved he finds all the salt pork gone, there will be

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less danger of his getting the scurvy which so frequently attacks young sailors.

Cultivate an acquaintance with the purser, and if you can make him believe that you are a decent young man, it is likely that he will spare you a little spirits or wine above your allowance, for which you may pay him or not, as you find it most convenient. He cannot oblige you to it, as he is forbid to sell the king's provisions.

When you have the watch upon the poop, and a favourable opportunity offers, stick pins in the heads of one or two of the fowls belonging to the captain or the wardroom, and when the poulterer finding them dead is going to throw them overboard, beg him to give them to you, under the pretence that you want the guts to bait fish-hooks, or that you have occasion for the feathers,  
and

and you will find them to make excellent soup.

Be very civil and obliging to the captain's steward, who flattered by any notice taken of him by an officer, will invite you to his little parties, when he treats with the captain's best wine.

**BOATSWAIN.**

## B O A T S W A I N.

**A**S the general complaint made against people of your profession is that they have not "enough of the devil" in them, single out the seamen who are most hated by their officers, and treat them with all possible severity. In capital offences you will be employed as more experienced in the business than your mates, to inflict the punishment. Here you must give a proof of your address, not only in the force of the lashes, but in your manner of applying them. For this purpose you may clear the tails of your cat, by drawing them thro' your teeth. When you are ordered to punish a man for whom you have a regard, give your arm a jerk that will throw the appearance of force upon the stroke, without the effect.

When

When a distressed landsman comes on board with a *long* coat, as it can only remind him of his misfortunes, whip out your knife, and dock him to the waist. He will now be better calculated to run about as a sweeper, to which post he will most probably be appointed, and will be sufficiently marked for pastime by the sailors, without the distinction of being a *Johnny Long-Coat*.

As the purser usually regulates the number of servants kept on board, and gets the absent ones mustered by the clerk of the check, and as you have generally been accustomed to wait upon yourself, and can at the worst of times get your little-purposes answered by a sweeper, you may desire that your servants be of the number absent, and make a *wet and dry* bargain with him for their provisions; that is, you are to secure the spirits or wine, and he to take the solid articles. If you cannot drink the extra allowance



allowance without making a beast of yourself, which you are not allowed to do at sea, you may *cag* it for harbour service.

The brooms you are allowed being very insufficient to the purposes they are needed for, get the commanding officer's permission to collect sweepings, such as bits of rope-yarn, &c. to give in exchange for them to a *bum-boat-man of your acquaintance*. Let him bring on board a few every day whilst you are in harbour, under pretence that he is getting them made purposely, and you will have leisure to collect ends of rope that would answer no intention without splicing, a practice much abominated in men of war; with other materials of the like trivial nature. The sale of these will procure you a *sup* of grog, which is to you a very serious purpose, and will enable you to keep holiday with your yeoman and mates who have lent a hand towards earning it,

The

The captain, desirous of working a miracle, to keep you aloof from the ship's crew, and render you respected amongst them, may invite you on a particular occasion to his table. As this is an amazing condescension in him, you must show your humility, when asked to drink a glass of wine, by observing that grog is good enough for you; and when you are requested to give your toast, you can surely do no less than *toast his honour.*

GUNNER.

## G U N N E R.

**I**N the french and some other services, the post you are charged with is filled by persons well skilled in the science of gunnery, and the arts that have a relation to it. But the english, who scorn to be instructed in a business that has rendered them famous for so many centuries, adopt a different plan. The officers will see the guns loaded, and point them for you, as well on the most trivial occasions, as in action; and you have nothing to do but to see the powder carefully handed up, and when all is over, the magazine put to rights, and the guns duly secured. When at first, you pass an examination before the veterans of your corps, a slight knowledge of the five leading rules of arithmetick, and one or two little particulars which

which every fore-castle-man knows as well as yourself, will surmount all difficulties, provided you are only able to pay the fees.

As the gunner is generally esteemed a careful hand, the captain may deliver into your charge and mess, a young gentleman or two on whom he does not wish too suddenly to bestow an orlop education. You will be discreet enough not to grant them indulgences which would render them unfit for the life to which they are destined, but give them wholesome gruel in a morning, and let them wash down their biscuit and butter in the afternoon with beer, which is better than the rack-gut slop they may have a craving for. The allowance made you for their support will preserve your own *shot*, and will make up for your trouble and the inconvenience of being crowded in your cabin.

CARPENTER.

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## C A R P E N T E R.

AS yours is a profession that no one on board ought to understand but yourself, request the officers, and enjoin the seamen, never to meddle with your tools, but in all their little necessities to apply to yourself or your mates. This will prevent an idle waste of nails, &c. and will obviate what in a frigate you would otherwise find a very great difficulty. The young gentlemen who sleep before yours and the gunner's cabin, will unless you interfere, be constantly disturbing your little societies, in fixing their cots and hammocks, and nailing up their screens. If regardless of your remonstrances one of them should be very noisy, fall upon him suddenly, and give him a severe stroke on the cheek. Should he construe this into an insult,  
and



and resent it accordingly, apologize by saying that you thought it was one of the cabin boys who are incessantly creating you some disturbance.

The leather allowed you to repair the ship's pumps being seldom needed for that purpose, and making very good soles for shoes, when you do not want it yourself for that use, bestow it on those who can in some way make you a return. But as this will expose you to many solicitations, when a midshipman who has been careless enough to wear his last pair of shoes off their bottoms, addresses himself to you, ask him very seriously if he wants the leather for pumps or shoes; when he replies the latter, tell him how exceedingly sorry you are that you cannot oblige him, as the king allows you nothing but *pump-leather*.

C O O K,

C O O K.

**A**S every thing of an oily nature is apt to cause bilious complaints, boil the meat an hour or two more than the usual time, and you will extract every particle of fat, by the sale of which your profits will put you on a par with the other warrant officers.

T H E E N D.